

WHITE DUCK SUITS,
BROWN DUCK SUITS,
LINEN AND DUCK
SACKS,
Panama and Straw
HATS,

The Largest and Cheapest Stock in the City.

CALL AND EXAMINE THEM

AT

LOSEE'S.

Cor. Spring and Franklin Streets.

TITUSVILLE, PA.

Titusville Morning Herald

Titusville, Friday, July 23, 1869

Varieties

—Joseph Gaffit, a saloon keeper at Erie, is lost to the canal a few days ago and was drowned.

—Harpe's Monthly for August has been received at Erie's postoffice news depot. It is a splendid number.

—D. F. B. Brewer, formerly of this city, is suggested by the Westfield Republicans as a candidate for the Assembly from Chautauque county.

—The Journal says that the new Court House at Meadville is progressing finely. It is expected the Court room will be completed in time for the September session.

—The Corry Machine Company is now busily engaged in making very extensive additions to the works. Not only are the old buildings being enlarged but a new building 100 by 225 feet is to be erected.

—The steamer Chautauque has made her run to her dock at Jamestown to the dock in Mayville in one hour and thirty four minutes. Stop twice to take on and let off passengers. This is the quickest time ever made over Chautauque lake.

—Mr. Wm H. Brige, the oldest conductor on the Buffalo & Erie railroad, died at his residence in Fredonia on Wednesday. He was a great favorite on the line of the road and has always enjoyed the confidence and respect of the company and its employees.

—At a regular meeting of the Corry Lodge No. 255, I. O. O. F. of Franklin held Tuesday evening, July 13, 1869, Thomas H. Martin, F. Q. was the recipient of an elegant gold-headed cane on the occasion of his severing his connection with the Venango Lodge and removing to Titusville.

—According to the Cleveland Herald, five hundred and thirty kegs of lager were disposed of at the Saengerer's that day on Monday. Allowing one hundred and fifty glasses to the keg the amount drunk would be 70,500 glasses which, at five cents each, would amount to \$3,975 a liberal sum to Gimbels.

—The practice of levying teams unbroken is the streets has lately resulted in several damaging runways. A sturdy morning add a milder to the list—a team struck to an empty number wagon starting from Clark Hayes & Co. and bringing up near the foot of Perry street, causing a considerable portion of the original on fit.

—The telegraph announces the death of J. Col. A. W. Bowman at St. Louis. The Franklin Citizen says Col. Bowman was born and raised in that city, where his mother and brothers now reside. He was surrendered in 1861 by the traitor Twiggs, and remained on parole until his time. He had many friends who will sincerely lament his death.

—The story that White, the lion tamer with Thayer and Noyes' circus, was recently killed and devoured by his tigers, has been authoritatively denied, but is again revived in the form of a telegraph dispatched to the New York press of the 20th. The statement is false, notwithstanding White has been extensively lured but is not yet devoured.

—Judge Chase has issued another proclamation against the City Council. It is printed in pamphlet form for general circulation, and is designed to awaken public attention to what the Judge considers wanton measures. City legislation is a commendable undertaking, and as a like necessary prescription is a cool and soothing medicine for hot and colicky weather.

—A bad accident occurred at Robinson's circus, in Jamestown on Friday last. The seats for spectators were loaded too heavily and broke down. By the fall Mrs. Harry Weaver of that place was seriously injured by wrenching her spine. On Saturday one of the managers of the show was arrested and deputed the sum of \$3,000 as indemnity for the results of the accident.

—The Pittole Branch Railroad, says the Record, which was so completely downed out by the recent flood, is not to be abandoned, as at first supposed. About one hundred and fifty men have been employed to take the repairs and the work is to be commenced at once. The repairs will cost from \$20,000 to \$25,000 and it is expected the road will be running in order in two weeks.

—The Nursery, which Mr. John L. Shorey established at Boston, would certainly have a circulation equal to the entire number of families in the United States where there are little children just big enough to read or to be read to, or to understand pictures, if all fathers delighted in pleasing their little ones and all knew what a treasury of entertainment it is for them. We hope they will all last and fit out.

—The Venango Spectator has been enlarged and is now, as its editor avers, the largest news paper ever published in Venango county. The Spectator is green, racy, and (being professedly Democratic), of course, coppery. In all other respects we consider it a good Republican journal, for it dares itself manfully against every imaginary "ring" in the dominant party, and labors unremittingly for its purification. With its "enlarged" sympathies in this direction, we hope still further success, and the election of the Republican county ticket this fall by an unopposed majority.

—For Sale.—The large store-house on Mechanic street, with large lot in few simple, running through from street to railroad, will be sold cheap. For further particulars inquire of J. A. Scott. Office in building

The Northern Pacific Railway. It may be known to some of our readers that the project of building a railroad to the Pacific, by what is called the northern route, has already assumed a tangible shape. Such however, is the fact. The directors of the company are now engaged in making a personal inspection of the route, one party having started westward from Puget sound, some weeks ago, while Governor Smith, the president of the company, and others, are making their way westward from St. Paul and Lake Superior. The Chicago Tribune, which gives a comprehensive account of the plans and prospects of the company, says that if these parties make favorable reports, it is understood that Jay Cooke & Co. will at once take the financial management of the concern, and work will be commenced in earnest.

The company is so richly endowed by Congress with grants of land that it could well afford to build the road without waiting for a subsidy in bonds. In fact, if the road is built, the company will become the largest landed proprietors in the world. Congress has granted them forty other sections for forty feet on each side of it, from the head of Lake Superior to Puget's Sound or the Columbia, that is, a belt of country 120 miles wide. The distance is about numbers seventeen hundred miles, in about sixty eight thousand square miles—territory enough to make three states as large as Illinois, Massachusetts and Connecticut. We have so frequently taken occasion to describe the character and resources of this northwestern region, that our readers do not need to be told of the advantages it offers to such an enterprise. The surveys made by us and the accounts of all travelers, agree that the country along nearly the entire line of this road is capable not only of cultivation, but of sustaining a large and highly prosperous population. The natural soil of Montana and Idaho can scarcely be overestimated, and the like thermal hills, bending from the head of Lake Superior toward the north, insure a climate for the route at least as favorable as that which the present railroads enjoy.

We have also repeatedly emphasized the ease with which steam communication can be secured from Lake Superior to the Pacific. Such communication can be opened entirely across the continent on northern Pacific railway by th building only 730 miles of track. The distance from St. Cloud on the Mississippi, to the present terminus of the Minnesota Pacific railway, to the head of the Missouri is 290 miles. From St. Cloud at a distance of 127 miles, Fort Abercrombie, in the Red river of the North, is reached, thus opening up steam communication with Peoria and the western cities of the old Northwest.

The Chicago Tribune maintains that the first line for building and running this northern road will be sure to those engaged by the contractors. The grades will be much better, there being only two summits to overcome and the course of the road will be mainly up the valley of the Missouri and down that of the Columbia. The Tribune gives its account with the following paragraph:

Our Railroad System. The rail roads in operation in the United States during the year 1868 are returned as having 42,250 miles. The statistics of the several States which have over 1,000 miles of railroad are as follows: Pennsylvania 4,400 miles, Illinois 3,400, Ohio 3,400, New York 3,400, Indiana 2,700, Georgia 1,580, Iowa 1,550, Virginia 1,450, Massachusetts 1,450, Connecticut 1,400, Wisconsin 1,250, North Carolina 1,000, Michigan 1,200, and South Carolina 1,000.

The total it is believed in the United States is placed at \$1,870,000,000, against \$4,100,000,000 invested in 1870 backs, distributed as follows: \$4,600,000 invested in 1860 National stocks, and \$6,700,000 invested in 240 state stocks.

The amount of the railroads during 1869 is estimated at \$4,900,000 or \$291,000,000.

The amount of all the railroads placed at \$1,000,000,000 from 1861 to 1868.

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